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When Advertising Pays, It Grows.

FOR THREE MONTHS
ENDING MARCH 31, 1905,
THE
NEW-YORK DAILY AND SUNDAY TRIBUNE'S
GAIN IN ADVERTISING
WAS 238,779 LINES, OR
OVER 789 COLUMNS,
of 316 lines to a column.

New-York Daily Tribune.

SUNDAY, APRIL 30, 1905.

THE NEWS THIS MORNING.

FOREIGN.—The midnight Easter services began without disorder in the Russian capital; a decree granting religious freedom will be published to-day; concessions will be made to peasants and some prisoners will be set free. ==== Troops fired on strikers at Czestochowa, killing four and wounding many; fears of trouble at Warsaw are increasing. ==== King Edward arrived at Paris and received a warm welcome; his visit, the Spanish King's coming stay at the French capital and the exchange of courtesies between French and British fleets are regarded as hints to the Kaiser not to press too far the Moroccan question. ==== Count von Tattenbach-Ashold, the German envoy at Tangier, made an unconciliatory statement on Germany's attitude toward Morocco. ==== Sir Henry Irving appeared for the first time since his illness as Becket at the Drury Lane Theatre; the demonstrations of welcome were remarkable. ==== It was reported from Vienna that Austria would follow the action of Germany in excluding the United States from the benefits of the recently negotiated treaties. ==== Count Goluchowski and Signor Tittoni met at Venice; the Foreign Ministers are said to be in accord on all important questions.

DOMESTIC.—Minister Bowen was ordered to Washington to explain his connection with the charges against Acting Secretary Loomis; Minister Barrett is to be transferred from Panama to Colombia, and John Hicks, of Wisconsin, will probably be appointed Minister to Chili. ==== The funeral of General Fitzhugh Lee will be held in Richmond, Va. ==== Many lives were lost and great damage to property done by a tornado which swept over Laredo, Tex. ==== In a wreck at Greenville, N. C., of the train bearing R. C. Ogden's party of educators, four railroad men were killed and a number of members of the party were more or less seriously injured.

CITY.—Stocks were weak. ==== Counsel for the Lighting Trust said they would fight to the last ditch a bill providing for 75-cent gas. ==== A number of foreign delegates to the International Railway Congress to be held at Washington arrived at this port. ==== A strange animal, resembling a sloth, was discovered at 63d-st. and Amsterdam-ave. after a blast had been fired. ==== The annual parade of the Automobile Club of America was held despite the rain. ==== It was announced that labor organizations would substitute mass meetings for the usual May Day parade in this city this year. ==== Postoffice inspectors arrested Richard H. Carey, manager of the Harlem branch of the Western Union Telegraph Company, for operating an alleged "greengoods" swindle in connection with three other men already in custody.

THE WEATHER.—Indications for to-day: Fair and warmer. The temperature yesterday: Highest, 48 degrees; lowest, 43.

FOR THE RULE OF THE SEA.

Expectation has been piqued and disappointed in the South China seas. Many days ago a great naval battle was supposed to be only a few hours away. The days have passed and are lengthening into weeks, and yet not a gun has been fired. The circumstance emphasizes what we remarked at the beginning, that the battle would be fought when and where the Japanese commander determined. What his determination is he knows. It is not certain that even one other man in the world does. But what the world does know is that the greatest responsibility of a naval commander for all but a hundred years rests upon Admiral Togo. Not quite a hundred years, for the century since Trafalgar will not be completed until October next. He knows that the fleet opposed to him is, in the dominant element of naval warfare, superior to his own. He knows, too, that if he should be beaten Japan would be in awful peril of being beaten in the war. All that had been won at Port Arthur and Liao-Yang and Moukden would be lost. Given those factors, the problem which that grim, silent captain has in mind and hand may be perceived: To vanquish a fleet that is stronger than his own, without incurring for his own fleet any appreciable risk!

There must be no risk of the great battleships. But it may be that there will be something worse than risk—the sending to practically sure destruction of many of the smaller craft. Some years ago a distinguished naval writer, Captain Bacon, of the British Navy, in "Brassey's Annual," forecast a situation like the present and discussed the means of solving it. Before the general battle comes on, the fleet which has the fewer battleships but the more torpedo boats and cruisers must in some way reduce to its own level the heavy fighting strength of the enemy. How? By "the sacrifice of ships of one class to produce "equality or superiority in a larger class by "reduction of the enemy's number." That is to say, Togo should send to destruction a score of torpedo boats, or half a dozen cruisers, if thus he could destroy two or three Russian battleships and reduce the odds of seven to five against him to even terms or to something in his favor. The night before the battle, therefore, Captain Bacon would have the destroyers sent in at top speed to practically sure destruction—"let loose like hell-hounds to tear into the "enemy's fleet, torpedoing, ramming, destroying, and using every nerve and knot to de-"stroy, and so pave the way for the morrow's "victory."

We do not know whether that is Togo's plan. We do know that his fleet is well adapted to such work. He has probably some dozens of swift torpedo boats and torpedo boat destroyers, any one of which might be sent to the bottom by a 6-pound shot, but any one of which might also send the mightiest battleship to the bottom with a touch of its deadly torpedo. He has, too, a dozen protected cruisers, of from nineteen to twenty-three knot speed, any one of which could with a well directed torpedo destroy a battleship as surely as the battleship could destroy the cruiser with its 13-inch guns. Imagination is beggared at the thought of a dozen cruisers and a score or more of destroyers rushing at midnight into the heart of the Russian fleet, reckless as a Malay running amuck, expecting death, and even courting it, if only they can themselves strike home before they die. We know, too, that for precisely that sort of desperate work there are no people in the world more fit or more ready than the men of Togo's fleet, and no place better suited to such tactics than the narrow seas which Rojestvensky's armada is now approaching.

THE MAYOR'S BUNCOMBE.

Mayor McClellan's message explaining his veto of the bill taking the granting of franchises away from the aldermen is largely buncombe. The Board of Estimate is just as much the product of universal suffrage as the Board of Aldermen. His talk about the remedy for abuses of authority by the aldermen resting with the people, who "have power to replace unfaithful public servants with faithful ones," is just haze. In practice they have no such power. The aldermen, or at least a large majority of them, are the creation of small political bands in districts whose political complexion is so one sided that no intelligent judgment of public servants is possible. The most notorious corruptionist who had managed to keep out of jail would, if nominated by the right party, be elected in most districts of the city. It is possible to replace a conspicuously unfit servant who is elected by the city at large or even by a single borough. Such men are conspicuously before the public. As a trust such as that of granting franchises is safer in their hands than in the aldermen's, because they are more responsive to public opinion, so, if they are unfaithful, the people notice it, and the moral sense of the community can be effectively crystallized against them. The tricky, bribe taking alderman, however, operates in comparative security, particularly if he does not reside in an easily debatable district.

The Mayor's apologists who point to Chicago and its reformed Council as the true example of reform for us to follow are indulging in childishly academic dreams. Chicago is a city where political parties are fairly evenly divided. A reform organization can hold the balance of power in many districts, and can elect whichever candidate of the two parties it prefers. Thus a premium is put upon good nominations, and from them the best councilmen are selected. But how would that prescription work here? By tremendous effort, when a great popular issue is presented, it is sometimes possible for all the parties opposed to Tammany, with the aid of Democrats whose moral sense has been touched by Tammany abuses, to overcome the naturally heavy Democratic majority in this city. Even then the concentrated Democratic vote in many districts and the concentrated Republican vote in some others make the membership of the Board of Aldermen largely a matter of caucus determination, and the people have no real voice in these elections. Imagine "Little Tim" being held up in his district by the people who, according to the Mayor, "have power "to replace unfaithful public servants with "faithful ones"!

If Mr. Murphy wanted this bill which Mr. McCarren voted for vetoed, of course the Mayor had to accommodate him. He will gain nothing by claptrap about it, however. The Pennsylvania Railroad made no concealment of its wishes. It openly advocated the measure, and if, its representatives told the Mayor that his veto was likely to be ineffective they were not exercising any superhuman powers of prediction. It was common talk in the newspapers, and repetition of it was hardly a "threat." The bill gives nothing to the Pennsylvania but a chance to have franchise applications heard on their merits by a popularly elected board, of which the Mayor himself is a member. It takes no power from the people, it does not invade home rule, but merely puts the authority which the aldermen notoriously abuse in the hands of the local officials who are well recognized as in the long run likely to prove the most intelligent, high minded and responsible members of the city administration.

SHUT THE "FAKE HOTELS."

The failure of the legislature to pass the amendments to the excise law so that they might become effective before the renewal of licenses for the "Raines law hotels" for the ensuing year makes ineffective the plans hitherto devised for abolishing the unspeakable evils which now flourish and restricting the hotel privilege to legitimate hotels. It is therefore necessary to seek some other means of reaching these resorts, which are hotels only in the eyes of the excise statute and would be otherwise outlawed. Calm patience with this festering sore on the body of the community for another year is not to be thought of. Some remedy must be found, and we believe that even at this late day an aroused public opinion, backed by the Governor, could induce the legislature to give the people of this city relief.

Obviously the old Raines bill will not now accomplish the purpose, for the licenses will all be issued, and the preliminary inspection for which it provides will be impossible this year. A simple bill, however, providing that all licenced hotels must conform to the local building laws as a condition of holding their licenses, and authorizing the revocation of a license when an offending holder does not on reasonable notice alter his premises to conform to the law, would place in the hands of the authorities and of respectable citizens an effective weapon for the extirpation of the worst dives. Of the propriety of such a law there cannot be the least doubt. The State never meant that its mere tax receipt should be a nullification of the building laws. The city, in the lawful exercise of its authority, prescribes the character of buildings in which hotels may be conducted. They must have certain provisions for safety against fire and meet certain sanitary requirements. The State meant to impose a certain tax for selling and to regulate the hours of sale in hotels otherwise lawfully conducted, not to authorize the conduct of hotels in defiance of law. Unfortunately, some legal opinion has reversed this by holding that the hotel of the excise law and the hotel of the building law are not the same things. Now, what is needed to restore the reign of decency is the re-establishment of their identity, which is clearly fitting not only on moral grounds, but for the sake of safety against fire. A hotel possessing under the law the hotel liquor privilege should be subject to the law in other respects, and if the proprietor does not obey the law in general he should not find refuge in the tax certificate. When he pays the tax and secures permission to sell, that permission implies the duty of conducting a hotel according to law, and if he fails to obey the law his permission must in equity lapse.

The passage of such a bill would make it possible for energetic citizens interested in the character of their neighborhoods and for the city authorities to get at the proprietors of "fake hotels" conducted in rookeries, and in defiance of the building code, and compel them at once to remodel their premises in good faith or cease to sell liquor. Such a law would be in no sense retroactive and would confiscate no vested right. It would merely force every hotelkeeper to do what he is already under obligations to do—obey the laws of the city where he carries on business. If he does not choose to do this he confesses his "hotel" is merely a pretence and a masquerade, and certainly there is no reason, legal or moral, why the State should refuse to make difficult its own deception.

"CALLING OFF" A NUISANCE.

The Brooklyn Pleasure Drivers' Association did well the other evening in "calling off" the so-called "Speedway Parade" with which it had been proposed to misuse one of the public parkways of that borough. It would do still better if it would make that act not a mere postponement of the parade, but a permanent abandonment of it, at least until such time as it will be possible to hold it upon a real speedway and not upon a public thoroughfare wrongfully seized upon for that purpose. It would do best of all if it would immediately withdraw from its grossly improper invasion of a public parkway for racing purposes and lend its very considerable influence toward the restoration of the road to its legitimate uses and the protection of the public in its enjoyment thereof.

There is no greater blot upon the park system of Brooklyn and its administration than the transformation of the central part of the Ocean Parkway into a racecourse. Aside from the irredeemably vicious principle of the thing, its practical effects have been a grievance to the public that in any less complaisant—not to say supine—community would have been regarded as intolerable. Thousands of people, having regard for their own safety and comfort, have been practically deprived of the use of that favorite drive. Sometimes they have been forcibly deprived of it, for it is no unknown thing for the police, under some mysterious authority, to debar the general public from that parkway in order that races may be conducted upon it without danger of interference. At other times a pleasure driver can pass along that road only amid a throng of noisy "sports" furiously racing their horses—a state of affairs revolting and prohibitive to people of decent tastes. Even at hours when there is no racing the use of the parkway has been made most unpleasant to ordinary pleasure drivers by the roadway's being covered not with macadam, but with a mixture of loam and clay, which is admirable for the hoofs of racehorses, but which covers all vehicles with either dust or mud. It is thus impossible for drivers to enjoy the other four miles of that roadway, which are well macadamized, without the weary journey through a mile and a half of dust or mud.

We have many times protested in these columns against the illegal use of highways by automobiles for speeding purposes, and some "scorchers" have ignorantly and unjustly complained that we have discriminated against them in favor of horsemen. We have not done so. We have never spoken against automobile racing on highways more strongly than against horse racing on highways. Our principle is that all traffic upon public roads should be so regulated as to conserve the safety and welfare of the general public. Whatever practice violates that principle, be it horse racing, bicycling or automobiling, or anything else, is to be condemned and should be effectively prohibited by law.

THE GROWTH OF WASHINGTON.

A census just taken by the Washington police shows that the national capital's population is increasing at a surprisingly rapid rate. A city built to order for purposes of government and lacking manufactures, shipping and wholesale trade, Washington has developed along lines peculiarly its own. It has had to grow in default of any natural advantages as a centre of commerce or industry. Overshadowed by Baltimore, only forty miles distant, and with no territory of its own to draw on for population or business, the city was long condemned to isolation and to such slow and painful growth as it could achieve through the broadening of the federal service and of the federal government's activities. What population it had it attracted simply and solely because it was the seat of federal power, and to the present time its character as a capital still wholly dominates its character as a city.

There are indications, however, in the census just taken that Washington is beginning to grow as a city faster than it is growing as the seat of government. Since 1890, certainly, the population of the District of Columbia has expanded out of ratio to any expansion in the limits of the federal service. The census of 1890 showed a total of 230,392 inhabitants in the federal district. By 1900 the total had increased to 278,718. This gave Washington a percentage of increase for the decade of 20.9—a higher rate than that reached by Baltimore and only 2.6 less than that reached by Philadelphia. This discovery caused some surprise, for it suggested that in spite of its handicaps as a non-manufacturing town the national capital could still compete for population with two great nearby centres of industry and commerce like Philadelphia and Baltimore. The census of this year gives evidence of still more remarkable progress. According to the police figures the population of Washington is now 322,572—a gain over 1900 of 43,854. This is within 5,000 of the total gain between 1890 and 1900. It shows for the five-year period a percentage of increase of 15.03. Expansion at the same rate for the next five years would give the national capital a percentage of increase for the decade of 30.06 and a population in 1910 of 366,000. Few cities on the Atlantic seaboard are likely to outstrip such a record.

Washington now stands fifteenth in the list of our great cities. In 1890 it stood thirteenth. Detroit and Milwaukee both passed it in 1900, Detroit's total going to 285,704 and Milwaukee's to 285,315. These two Western cities are still gaining population rapidly, and they may hold their own against Washington in 1910. But New-Orleans—now twelfth in rank—is in some danger of being outgrown by all three. New-Orleans's population in 1900 was 287,104, and its percentage of growth from 1890 to 1900 was only 18.6. Unless that growth is greatly accelerated, New-Orleans will fall to fifteenth place and Washington will rise to fourteenth. Evidently the charms of the federal capital as a place of residence are beginning to make themselves felt. No city in the United States offers more to its inhabitants and very few offer so much. The natural growth of the federal government insures a steady and splendid development to the capital, and that development will continue to attract population, if it does not directly encourage manufacturing and general business. Washington has outlived its period of stagnation and dependence, and a few decades more will see it a solidly populous and prosperous as well as a rarely inspiring and beautiful city.

SUN SPOTS AND EARTHQUAKES.

A French astronomer, Abbé Moureux, believes that such terrestrial phenomena as earthquakes and volcanic eruptions are caused by those solar disturbances of which the sun spot is a manifestation. He is disposed to attribute the severe shock which involved the loss of fifteen thousand lives in India a few weeks ago and minor tremblings elsewhere since the close of January to the exceptional solar activity which has been observed during the last three months. Indeed, so convinced was he that trouble was impending that he published predictions as long ago as February 9.

If this theory should be well founded it should be possible to find corroboration by comparing records for thirty or forty years. At the maximum stages of three or four eleven-year sun spot cycles there should be a greater number of shocks and eruptions than usual, and at the minimum stages less than the average. A reasonably close correspondence of that sort should be discovered before much faith is placed in the supposed relationship. A few coincidences such as may have been noted since the opening of 1905 hardly count for much. They might be accidental and without real significance.

After a prima facie case had been established by statistics it would still be necessary to indicate the method by which solar influence was exerted. Perhaps the most plausible guess would be that magnetism or electricity was the agent; but to demonstrate conclusively how that force operated would be difficult. A temporary derangement of telegraphic service by the generation of earth currents, a curious trembling of observatory magnets which are lightly poised and a display of the aurora borealis are common accompaniments of great solar outbreaks, but none of them involve the exercise of anything but an infinitesimal amount of mechanical force. It taxes the imagination severely to suggest a magnetic explanation of the displacement of millions of tons of solid material. Although the notion that lunar attraction might distort the earth's crust at the times when it raises the highest ocean tides is now pretty well discredited, it certainly had more to recommend it than a belief that there is any connection between the disturbances of which sun spots are symptoms and the shaking of thousands of cubic miles of rock.

One is not tied down to magnetism in the search for the intermediate mechanism, to be sure, and if anybody can propose a better hypothesis he may anticipate a respectful hearing. Until it is found, and until Abbé Moureux is able to reinforce his interesting conjectures with at least a quarter of a century of history, he will find few followers.

Mayor McClellan's veto of the Elsberg aldermanic bills surprised no one. It now remains for the legislature and the Governor to give New-York relief from its hold-up aldermen.

Hiram S. Cronk, of Ava, N. Y., the last of the veterans of the War of 1812, celebrated his 105th birthday yesterday. The rugged old veteran has carried his colors well beyond the century mark, and when he falls he will not be unwept, unhonored or unsung. New-York is proud of the fact that one of her sons will be the last to answer the honor rollcall of the veterans of 1812.

When Mr. Gates gets in his new office quarters in the new Trinity Building the mellow chimes of old Trinity and the reposeful view of the churchyard may help him to forget the turmoil of the pit in Chicago, one thousand miles away.

At intervals comes news of the trial trips which the electric locomotives are making from Schenectady with expert officials aboard the trains. One engine, drawing a large number of heavy cars, reached a speed of eighty-three miles an hour. A considerable time will pass before all the trains to and from the new Grand Central Station will be moved by electricity, but that seems to be the end toward which we are making progress. The development of transportation has wonderful things in store. New-York has witnessed marvellous changes in the past, but the progress of the early portion of this century may surpass them all.

THE TALK OF THE DAY.

An Australian judge has just declared his determination to "put down laughter in court." A Melbourne paper advises him to begin with his brethren on the bench. "It is an extraordinary fact," says this candid critic, "that as soon as an otherwise sane man is raised to the bench he commences making vile puns and jokes, each of which should secure him six months' hard labor."

PHYSICAL CULTURE.

I hear a great physician sees
That our athletic training shows
(For girls, I mean) deficiencies
Far greater than you might suppose:
He bids them not to strain and haul
At muscle-making things at all.

Though maidens all look quizzical,
With that physician I agree;
That culture, which is physical,
For girls should always housework be.
And maids who long for healthful lives,
Should clean the windows and the knives.

What raptures pretty Fanny stirs
In each one for her health who cares
To see her dust the banisters
Or sedulously sweep the stairs;
Thereafter she, o'erjoyed we know,
With health will ravishingly glow.

Because her biceps well up meant
She often scrubbed the dining room,
And her rare chest development
Came from her wont to ply the broom;
What fresh sweet charms he could but prize
Would Chloë gain in Strephon's eyes!

When Phyllis sweeps each poet will
Sing lustily how light she treads,
And 'twill delight—I know it will—
To learn her skill in making beds,
While, with joys brimming o'er his cup,
He'll chant her praise in washing up.
—(Pall Mall Gazette.

A Manchester (England) man asked a Japanese what struck him most about the European face. He replied that it was the horrible round eyes. A Hindoo, to whom he put the same question, said that it was the glimmering eyes of the European that he noticed—meaning, presumably, half-closed.

NOT REASSURING.

"Time flies, perhaps I've made my call
Too long," he said. Said she:
"Oh, no, it wasn't long at all—
It only seemed to be."
—(Philadelphia Press.

WHEN THE BEASTS CONFERRED ON THE ILLS OF MEN.

Now, the owl rose up and spoke owl wise,
"To-whit-to-whoo and alas!
If men could only acquire my eyes,
What a drop there'd be in gas!
They'd pack their currents away on ice
And hold them for a rise,
And the pipe line'd hunt for a brand new job
If men only had my eyes."

Then the polar bear said, with a bearish shrug,
"Garrrrah! Bless my soul!
If men only grew some heavy furs,
To the deuce with clothes and coal!
They'd sell their heaters for Bowery junk
And lie on the ice to sleep,
And the entire State of William Penn
Might go to raising sheep."

Then the goat gulped down a castoff shirt,
"Ba-a-a! You make me smile.
The cost of living's not all in gas,
And coal and kerosene ile.
Now, wouldn't the Beef Trust get thin quick,
And languish in chronic blues,
If the waste from any old boiler shop
Could be made into Irish stews?"

Then the eagle said, "With all these things,
They'd do away with freight,
And would only need a pair o' my wings
To settle the railroad rate.
There'd be a state of steady decline
In the home of the big Ship Trust;
They'd turn their Pullmans out to grass
And leave the rails to rust.

Then the monkey spoke, with a knowing wink,
In the monk-like way he had,
"You fellows would make up a patchwork man,
And you'd make it a muss, be gad!
You'd make it so easy for him to live
That you'd foozle the whole blamed plan,
With nothing on earth to scrap about—
What's the fun o' being a man?"

GARRET SMITH.

Greatest of the Great.—She (at the piano)—Who, in your estimation, is the greatest living composer?

He—I can't recall his name just now, but he manufactures a popular brand of soothing syrup.—(Chicago News.

An illustrative answer was given by a student in the natural philosophy class at Edinburgh University. Professor Tait had given as one of the questions in an examination paper "Define transparent, translucent and opaque," which was dealt with by the student thus: "I cannot precisely define these terms, but I can indicate their meaning in this way—the windows of this classroom were once transparent, they are now translucent, and if not cleaned very soon will be opaque." The answer gained full marks from the professor.

In the Spring.—"Can't I go out in the back yard and play in the garden, mamma?"

"Certainly not, child. You must stay in and study your nature books."—(Life.

About People and Social Incidents.

AT THE WHITE HOUSE.

[FROM THE TRIBUNE BUREAU.]

Washington, April 29.—Mrs. Roosevelt will give a tea in compliment to the International Railway Congress on Friday afternoon, May 12, when President Roosevelt will be here to assist her in receiving.

One of the chimneys in the executive offices of the White House caught fire to-day, but practically no damage resulted. One engine responded, but the blaze was extinguished by a few buckets of water. Fires started in all the open grates of the offices caused the blaze in the chimney.

NOTES OF SOCIETY IN WASHINGTON.

[FROM THE TRIBUNE BUREAU.]

Washington, April 29.—The members of the International Railway Congress are to be continuously entertained throughout their session, which will open here next week. In addition to the tea at the White House their social programme will include the following dates: Mr. and Mrs. Stuyvesant Fish, a dinner at the house they have leased temporarily, on May 2, followed by a large reception the next afternoon; the master, warden and members of the American Railway Guild, a dinner at the Raleigh on May 3; a private view at the Corcoran Gallery of Art on May 4, at 9 p. m.; Major and Mrs. William Morton Grinnell, an afternoon tea on May 5, at the home of Colonel O. H. Ernst, in Connecticut-ave.; a reception the same evening by Mr. and Mrs. Samuel Spencer at their home in Massachusetts-ave.; a dinner on May 6 at the New Willard, by Theodore Voorhees, the first vice-president of the Reading Railroad; dinners on May 8 by the French Ambassador and Mme. Jusserand and by Mr. and Mrs. Fish; a dinner on May 9 at the New Willard by the American Railway Association; Mr. Spencer, a dinner on May 10; a second dinner by the American Railway Association, on May 11, and a dinner by Major Grinnell on May 12.

Admiral and Mrs. Dewey will observe the seventh anniversary of the victory of Manila Bay by a luncheon on Monday, at which the guests will be the officers of the ships of Admiral Dewey's squadron and their wives.

Captain Rush, of the navy, and Mrs. and Miss Rush will close their Washington home next Thursday and go to their country place at Catskill, N. Y.

Miss Helen Clabaugh, daughter of Chief Justice Clabaugh, of the Supreme Court of the District, was married this afternoon to Benjamin Paulding Lamberton, jr., of Schenectady, N. Y., a son of Rear Admiral Lamberton. Miss Katharine Clabaugh attended her sister as maid of honor, and her other attendants were Miss Emily Brune and Miss Lyon, of Baltimore, and Misses Mary and Elizabeth Lamberton, Miss Constance Adee and Miss Blanche Burrill. A. M. Jackson, of Schenectady, was the best man, and the ushers were Victor Robert Stedman, John Gardner and Turner Willard, of New-York; William Hewson, of Philadelphia; Lawrence Osborne, of Schenectady, and Orville Ecker, of this city. The ceremony took place at St. Thomas's Episcopal Church, the Rev. C. Ernst Smith officiating, and was followed by a reception at the home of Justice and Mrs. Clabaugh.

Mrs. H. H. D. Peirce is in New-York.

Justice and Mrs. White are entertaining Mrs. George Eastwick, of New-Orleans.

NEW-YORK SOCIETY.

Weather predictions are being scanned with interest to-day, for rain would, in a measure, mar the many outdoor features of society's programme for the coming week. The meet of the Ladies' Four-in-Hand Driving Club on Wednesday will be followed on Thursday by the opening of the racing season at Belmont Park, in connection with which innumerable coaching parties have been organized, while on Saturday the annual parade of the Coaching Club will take place.

But it is the beginning of the spring racing season, in conjunction with the opening of Belmont Park on Thursday, which may be regarded, from a social point of view, as the most notable incident of the week, and which is largely influencing all other arrangements. Indeed, providing it does not pour, society will be out at the park in full force for the purpose not merely of witnessing the races, but likewise of inspecting a racetrack which is claimed to be the finest and most perfectly equipped in the world. Mrs. Clarence H. Mackay gives a large dance in the evening at Harbor Hill, her place at Roslyn, in honor of the event, and all those having country seats in that part of Long Island will have house parties in connection with the races, and will take their guests on to Mrs. Mackay's after dinner. From town, too, there will be a large attendance of the fashionable set. Judging from the number of coaching parties that have been organized, it would seem as if every drag in town had been called into requisition for the occasion, and several public coaches, including the Venture, owned by Alfred Vanderbilt, will be put on the road runs between the Holland House and the track on every racing day.

On Wednesday the Ladies' Four-in-Hand Driving Club will have its parade, the rendezvous being at 72d-st. and 5th-ave., at 11:30 in the morning. Although there are some twenty-five members of this club, including Miss Gladys Vanderbilt, Miss Ruth Twombly and Mrs. Arthur Iselin, all three of them clever whips and owning drags, there will be only six coaches in the line, namely, those of Mrs. Thomas Hastings, the president, and of Miss Frederica Webb, Miss Angelica Gerry, Mrs. J. Borden Harriman, Mrs. W. Goadby Loew and Miss Louise Gulliver. The coaches will drive through the park to Grant's tomb, and on the return the members of the club and their guests will adjourn to the Riding Club, in East 58th-st., for luncheon.

Eleven coaches are to be in line in the parade on Saturday next of the Coaching Club, namely, those of J. Henry Smith, Reginald Rives, Robert L. Gerry, Alfred G. Vanderbilt, Oliver Gould Jennings, Seymour Le Grand Cromwell, G. Louis Boissevain, E. Victor Loew, Gustav E. Kissell, C. Ledyard Blair and G. G. Haven, jr. The meet will take place, not in the morning, but in the afternoon at 3:30, after a luncheon of the members of the club and their guests at the Metropolitan Club.

On the following Friday the members of the Coaching Club will drive out to Blairsden, C. Ledyard Blair's place in New-Jersey, for the week end, a stop being made on the first night at Tuxedo, where the members of the party will be the guests over night of J. Henry Smith and T. Suffern Tailer. Sunday will be spent at Blairsden, and the return trip will be made on Monday and Tuesday.

Delmonico's was the scene last night of the last dance of the season of the Saturday Evening Dancing Class. Mrs. Charles R. Huntington, Mrs. Sackett M. Barclay, Mrs. John Erving and Mrs. John Clarkson Jay were among the patronesses who received the guests. The cotillion was led by Stowe Phelps.

Another dance last night was that of Mrs. C. B. Alexander's class, known as the Juniors, at Sherry's. Pendleton Rogers led the cotillon, and receiving with Mrs. Alexander were Mrs. Gustav E. Kissel, Mrs. Benjamin Welles and Mrs. Charles H. Coster.

Owing to the sudden illness of M. Paderewski the concert in aid of the Music School Settlement Work, which was to have taken place to-morrow at the house of Mrs. John Henry Hammond, and of which his playing was to have been the principal feature, has been abandoned. The money is being refunded to those who obtained tickets.

Mrs. Clarence H. Mackay, Miss Virginia Potter and others are among the patronesses of the performance of a Gaelic play, entitled "Ar son cait: A Cad Grad," to be given by a troupe of Gaelic players at Mendelssohn Hall on Tuesday and Wednesday evenings for the benefit of the Lough Lynn School of Industries. The play is founded on a story of Lady Gregory, and picturesques features thereof will be the Irish dancing.

Comparatively few weddings are scheduled for the present week. That of Miss Sarah Holmes and George B. Watts takes place at the Church of the Heavenly Rest on Wednesday at 4 o'clock in the afternoon. Mme. Mola will be her sister's matron of honor. Miss Faith Moore, Miss Sabine Watts, Miss Mabel Dick and Miss Hattie Flynt, of Springfield, Mass., will be the bridesmaids. Preston Watson is to be the best man, and Charles Van Rensselaer, Grenville Winthrop, Ansel Phelps, Edward Sanford, Howard Sherwood and Lieutenant Mola, of the Italian navy, the ushers. The wedding reception, to which only a few relatives and intimate friends have been asked, will take place at Sherry's after the ceremony. Mrs. Langford F. Holmes, the mother of the bride, starts with her son-in-law and daughter, Lieutenant and Mme. Mola, for Italy immediately after the wedding. The newly married couple will spend the summer in this country, and go abroad in the fall.

Mrs. John W. Auchincloss, Mrs. Richard Irvin, Mrs. Henry Parish, jr., and Mrs. Prescott Hall Butler are among the patronesses of performances which will take place on Tuesday and Wednesday evening at the Berkeley Lyceum of "Lady Clancarty," Thomas Taylor's Jacobite play, for the benefit of the Kip's Bay Day Nursery. The caste will be made up from members of the Amateur Comedy Club.

At the Carnegie Lyceum a performance will be given on Saturday next of "The Gray Mare," at 8 o'clock in the evening, for the benefit of the Frances Willard Home for Working Girls. Mrs. Hamilton McK. Twombly, Mrs. Frederic J. De Peyster and Mrs. William Lanman Bull are among the patronesses of the entertainment.

Mr. and Mrs. Henry Phipps confirmed yesterday the news of the engagement of Miss Amy to the Hon. Frederick Guest, which was reported in this column several weeks ago on the strength of information received from London. Frederic Guest is a younger son of Lord and Lady Wimborne, the latter a sister of the late Duke of Marlborough. Mr. and Mrs. Phipps are at their house in East 87th-st., and Frederick Guest is also in this country. They sail very shortly for England, where the wedding will take place this summer.

One of the prettiest weddings this spring will be that of Miss Adele Carstensen, the daughter of Mr. and Mrs. John Carstensen, to John Nelson McJilton Shreve, on Wednesday, May 17, at Scarsdale. The wedding will be a small one. Miss Carstensen has chosen for her bridesmaids Miss Lucille Bacon, Miss Marie Louise Van Wyck, Miss Florence Foster, Miss H. Atterbury, Miss Helen Ludington, Miss Lillian Fraser and Miss Mary Shreve. Miss Mabel Adams will be the maid of honor. Mr. Shreve's ushers will be J. Barstow Small, Robert H. Grymes, Rupert W. K. Anderson and Alfred Fitzroy Anderson. William De Burgh Whyte, of England, will be best man.

Vincent Astor, the fourteen-year-old son of Colonel and Mrs. John Jacob Astor, is now at Eton, the well known college in England, where both his cousins, the sons of William Waldorf Astor, received their education. A number of New-York men have passed through Eton, which, situated on the banks of the Thames, near Windsor, within the shadow, so to speak, of the royal castle, was founded nearly five hundred years ago, in the reign of King Henry VI. Vincent Astor, who went abroad with his mother in the early spring and was ill for a time after his arrival in London, was formerly at Westminster School, whence he was sent to Groton, Mass. Mrs. Astor, who has been at Carlsbad, returns this week to London, where she has taken Sir Archibald and Lady Edmonstone's house, in Portland Place, for the season.

Lyman Tiffany Dyer married Miss Mary Hopeton Drake yesterday afternoon at All Angels' Church, in West End-ave. The bride was gowned in white satin trimmed with old point lace, wore a lace veil and carried a shower bouquet of white orchids and lilies-of-the-valley. She was attended by her sister, Miss Susan Goelet Drake, as maid of honor, in a frock of pale blue chiffon, with a large Neapolitan straw hat of the same hue, and by Miss Mary Beekman, Miss Mary Hoyt, Miss Rosina Boardman, Miss Sally Atterbury and Miss Mary H. Smith as bridesmaids, all in frocks of white chiffon, with blue sashes and large blue hats and bouquets of pink roses. Stowe Phelps, W. Wilson Gray, Howard Sherwood, Preston Watson, Hubert Litchfield and George Dyer were the ushers, and Frederick E. Lowell the best man. After the ceremony, performed by the Rev. S. Delancey Townsend, there was a reception given by the mother of the bride, Mrs. Benjamin Drake, at her house, in West 40th-st.

NOTES FROM TUXEDO PARK.

[BY TELEGRAPH TO THE TRIBUNE.]

Tuxedo Park, N. Y., April 29.—Many well known persons came out to-day to pass Sunday at Tuxedo. The disagreeable weather, however, prevented many from opening their cottages for the spring season. Several large house parties were held to-day, followed by dinners to-night. Mr. and Mrs. Spencer Trask, Mr. and Mr